

(2) If the inboard seal assemblies are examined whenever the vessel undergoes a drydock examination or underwater survey;

(3) If an analysis of the tailshaft bearing lubricant is performed semi-annually in accordance with the lubrication system manufacturer's recommendations to determine bearing material content or the presence of other contaminants; and

(4) If—

(i) For tailshafts with a taper, the propeller is removed and the taper and the keyway (if fitted) are nondestructively tested at intervals not to exceed 5 years; or

(ii) For tailshafts with a propeller fitted to the shaft by means of a coupling flange, the propeller coupling bolts and flange radius are nondestructively tested whenever they are removed or made accessible in connection with overhaul or repairs.

(f) Tailshafts on mobile offshore drilling units are not subject to examination intervals under paragraphs (b) through (d) of this section if they are—

(1) Examined during each regularly scheduled drydocking; or

(2) Regularly examined in a manner acceptable to the Commandant (G-MOC).

[CGD 95-027, 61 FR 26001, May 23, 1996, as amended by CGD 96-041, 61 FR 50728, Sept. 27, 1996; 61 FR 52497, Oct. 7, 1996; USCG-1999-5151, 64 FR 67180, Dec. 1, 1999]

#### § 61.20-18 Examination requirements.

(a) Each tailshaft must be drawn and visually inspected at each examination.

(b) On tailshafts with a taper, keyway, (if fitted) and propeller designed in accordance with American Bureau of Shipping standards to reduce stress concentrations, the forward 1/3 of the shaft's taper section must be nondestructively tested in addition to a visual inspection of the entire shaft.

(c) On tailshafts with a propeller fitted to the shaft by means of a coupling flange, the flange, the fillet at the propeller end, and each coupling bolt must be nondestructively tested in

addition to a visual inspection of the entire shaft.

[CGD 84-024, 52 FR 39652, Oct. 23, 1987, as amended by CGD 84-024, 53 FR 32231, Aug. 24, 1988]

#### § 61.20-21 Extension of examination interval.

The Commandant (G-MOC) may authorize extensions of the interval between tailshaft examinations.

[CGD 84-024, 52 FR 39652, Oct. 23, 1987, as amended by CGD 95-072, 60 FR 50463, Sept. 29, 1995; CGD 96-041, 61 FR 50728, Sept. 27, 1996]

#### § 61.20-23 Tailshaft clearance; bearing wear.

(a) Water lubricated bearings, other than rubber, must be rebushed as follows:

(1) Where the propelling machinery is located amidship, the after stern tube bearing must be rebushed when it is worn down to 6.4 mm (0.25 in) clearance for shafts of 229 mm (9 in) or less in diameter, 7.95 mm (0.3125 in) clearance for shafts exceeding 229 mm (9 in) but not exceeding 305 mm (12 in) in diameter, and 9.53 mm (0.375 in) clearance for shafts exceeding 305 mm (12 in) in diameter.

(2) Where the propelling machinery is located aft, the after stern tube bearing must be rebushed when wear down is 1.6 mm (.0625 in) less than the applicable clearance for propelling machinery located amidship.

(b) Water lubricated rubber bearings must be rebushed when any water groove is half the original depth.

(c) Oil lubricated bearings must be rebushed when deemed necessary by the Officer in Charge, Marine Inspection. The manufacturer's recommendation shall be considered in making this determination.

[CGD 78-153, 45 FR 52388, Aug. 7, 1980]

### Subpart 61.30—Tests and Inspections of Fired Thermal Fluid Heaters

SOURCE: CGD 80-064, 49 FR 32193, Aug. 13, 1984, unless otherwise noted.